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the Ship Radio Operators' Course

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THE LENINGRAD NAVAL INSTITUTEIntroduction

1. The Leningrad Naval Institute, which was under the jurisdiction of the Chief Directorate of Educational Institutions of the Ministry of the Navy (sic), trained commanding personnel of the merchant marine fleet. The Institute had navigational, mechanical-navigational, electrical-mechanical, radio, and operational faculties. In 1950-1951, the head of the Institute was General-Director of the Navy (sic) DYATLOV (fnu). The company commander and the tutors, as well as some of the instructors, were navy personnel officers and wore military uniforms. The chief of the Combat Section of the Institute in 1950-1951 was a rear admiral, (nu). The Institute also had a Special Section. The head of the Institute had a deputy relegated specifically to a political unit (osvobozhdenyny zamestitel).

Location and Physical Description of the Institute

2. The Institute was located in Leningrad on Vasilevskiy Ostrov on Kosaya liniya. Building No. 15, where the classes were held, was a four-story, red-brick, conventional-type building. It was built before the Revolution and at that time was used as an asylum for single elderly workers of the Baltic Ship Construction Plant. When [REDACTED] 25X1X6 the following were located on the first floor of this building: a cloak room, students' and instructors' dining room and buffet, library with a reading room, a military laboratory, and offices of the head of the Institute, the deputy of the Political unit, the Special Section, the chief of the Combat Section, chief of the Educational Section, the Finance Department and the main office of the Institute. In the foyer of the Institute there was a glassed-in room where the duty officer and duty students checked passes of persons entering the Institute and issued passes to persons entering the Institute in the line of duty who did not have one. Outsiders were not permitted to enter the Institute. Parents and relatives had to wait for students at the duty officer's table in the foyer.
3. The following were located on the second floor of the main Institute building: classrooms, electrical-navigational laboratory, instructors' lounge, and offices of the secretary of the Communist Party organization and the secretary of the Komsomol organization, trade union (profsoyuz) committee, dean of the navigational faculty, the navy, and the office for the courses (see pages 18 and 19 for legend and plan of Vasilevskiy Island and pages 20 and 21 for legend and plan of Leningrad Naval Institute).

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4. The following were located on the third floor of the building: an auditorium, a laboratory, room for the school propaganda illustrator (khudozhnik-gformitel), office of the dean of the mechanical ship navigational faculty, and classrooms, some of which were used for the ship radio operators' course which source attended.
5. The fourth floor housed the following: office of the dean of the radio faculty, a radio-navigational laboratory, a short-wave amateur radio station with a registered call signal, an operational radar station, and classrooms.
6. Another building of the Institute was located on Vasilevskiy Ostrov, Liniya No. 21, between Bolshoy and Sredniy Prospekty. There was a control booth at the gate where a duty student checked passes. [redacted] thought that this pre-Revolutionary building which faced the street was three stories high. It had big windows and was painted blue-white. On the first floor were located: the superintendent's room, guard's quarters, passport clerk's room (The students had personal identification papers in their possession but for safe-keeping their passports were kept here by a woman passport clerk.), and a radio receiving and transmitting laboratory. Student dormitories were located on the other two floors.
7. There was a new red-brick building in the yard adjacent to the building described in paragraph 6 above. On the first floor of this new building the following were located: electrical laboratory, power supply laboratory, maintenance and repair shops, a medical unit, a hospital, a garage, and a mechanical laundry. The other two or three stories of this building were student dormitories. There were sport courts in the yards of the Institute buildings mentioned above in paragraphs 2 and 6. There were piles of wood and coal in the yards of the dormitories. The buildings were surrounded by a fence.

Entrance Requirements and Entrance Examinations

8. The Institute admitted persons who had completed ten years of school, who, according to their questionnaire data, met the requirements for obtaining foreign visas, and who could make excellent on all the entrance examinations. There were always more applications for enrollment than were accepted because the Institute students got free meals, quarters, clothing issue, school supplies and a monthly pay of from 100 to 150 rubles, depending on the course taken, and because the desire to become a sailor was popular among the youth. Entrance examinations were given in August in the following subjects: mathematics, physics, chemistry, history, geography, a foreign language and the Russian language. The Institute received the most applications for enrollment in the navigational faculty; the least number were received for the operational faculty which was organized in the spring of 1951.

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9. Classes. Classes were in session at the Institute from 1 September until June. After June, the students took practical training aboard ships and in industrial enterprises. Students got a two-weeks leave between the end of summer practice and the beginning of the next school term. Military training was taken between completion of the fourth year and the beginning of a graduation thesis. The length of the regular course of instruction at the Institute was five and one-half years. Classes at the Institute began at 0900 hours and lasted until 1500 or 1600 hours. Lectures lasted for 45 minutes, and there was a five minute interval between classes. There was an hour between 1200 and 1300 hours for lunch. The students remained at the Institute after classes until about 1800 hours for individual preparatory studies.
10. Housing. The students lived in barracks during their first two years at the Institute; upon completion of the second year, they were permitted to live in private quarters.
11. Discipline. Military discipline applied throughout the five and one-half years. Maintenance of order in the dormitory was the responsibility of a civilian superintendant, as well as the duty officer and duty students. Each company appointed a duty student daily. Students were expelled from the Institute for poor progress in studies and for poor behaviour. The students came to and left classes in a military formation, divided into platoons and companies. Meals were taken at the Institute mess in a militarily organized manner. Instructors received reports on the students. The students were given various duty details.
12. Uniforms. The students of the Institute wore the same uniform as enlisted personnel of the navy, but without shoulder boards. From one to five gold v-shaped chevrons, the number depending on what year the student was in, and a metallic thread anchor were sewed on the right sleeve of the students' flannel blouses, pea jackets, and overcoats. The complete name of the school was inscribed on the ribbon of their sailor caps.
13. After the end of the second year, the students took training on merchant marine ships. Usually, only students of the navigational faculty sailed on foreign runs. The remainder of the students took their training on ships of coastwise navigation and in industrial enterprises, including military plants. During training on merchant marine ships, including trips abroad, each group of students had a practice leader, who was either an instructor or an officer tutor. A large percentage of the students of the Institute were Party members; the remainder were Komsomoltsy. The Institute had its own Party and Komsomol organizations.
14. Standing upon Graduation. Upon graduation from the Institute, the students received an engineer diploma in the category they had specialized in, and received the rank of either a junior lieutenant or a lieutenant in the navy. A certain percent of the graduates were sent for regular personnel duty with the navy, a certain percent to the maritime sections of the KGB, and a certain percent to military industries. Graduates of the Institute were required to work five years for the navy following their graduation in places and positions assigned them by the graduation committee. Persons who completed navigational,

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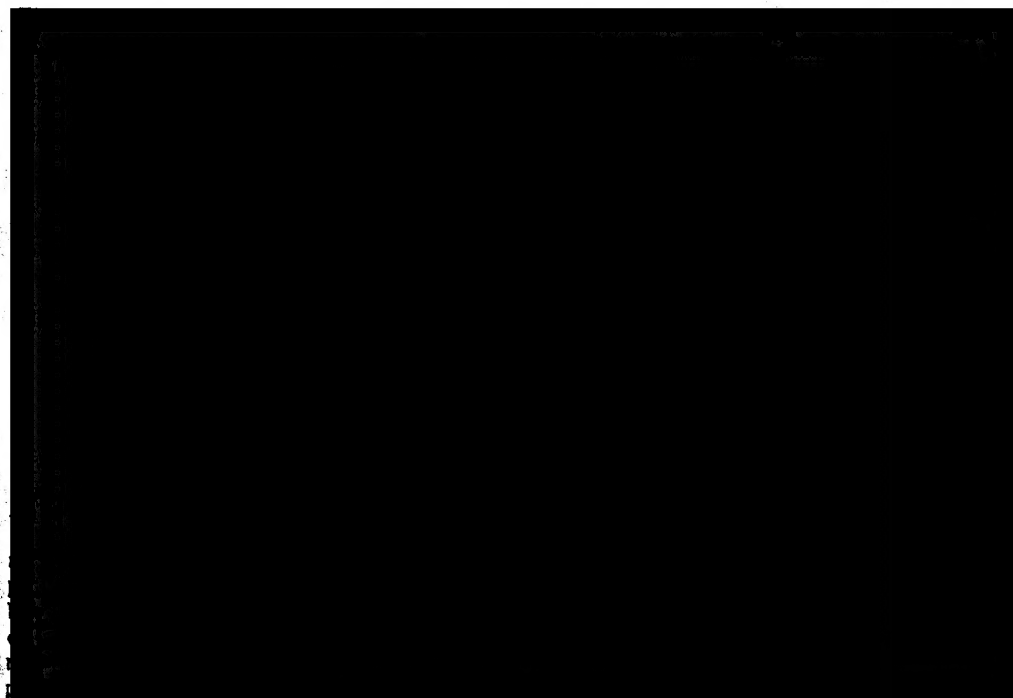
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mechanical-navigational, and electrical-mechanical faculties, and who had fulfilled the necessary qualifications, usually sailed as captains, senior assistants, senior mechanics, and electrical mechanics on merchant marine ships. Graduates of the radio faculty, as a rule, were made regular navy personnel or worked in military industries. Graduates of the operational faculty worked in the administration of the shipping enterprises and ministries.

SHIP RADIO OPERATORS' COURSE

15. Organization of the Ship Radio Operators' Course. In accordance with an order issued by the Ministry of the Navy, beginning in May 1950 the Leningrad Naval Institute organized courses for the improvement of technical knowledge of ship radio operators. These courses were under the jurisdiction of the Chief Directorate of the Educational Institutions (Glavnoye upravleniye uchebnykh zavedeniy - GUUZ) of the Ministry of the Navy. In addition to the courses for improvement of technical knowledge of ship radio operators, other special courses given simultaneously at the Institute were: courses for electrical radio navigators of the Ministry of Fishing Industry, and courses for navigators of the Ministry of the Navy who were studying compass deviations.

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17. The 18 students who attended the course came from the following shipping enterprises: three from the Far Eastern (Dalnevostochnoye) Shipping Enterprise, two from the Sakhalinskoye Shipping Enterprise, one from the Baltiyskoye Shipping Enterprise, two from the Black Sea (Chernomorskoye) Dry Goods Shipping Enterprise, one (source) from the Soviet Tanker (Sovtanker) Shipping Enterprise,

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two from the Caspian (Kaspiyskoye) Dry Goods Shipping Enterprise, one from the Riga (Rizhskoye) Shipping Enterprise, two from the Caspian Tanker (Kasptanker) Shipping Enterprise, one from the Reydtanker Shipping Enterprise, one from the Tallinskoye Shipping Enterprise, and two from the Northern (Severnoye) Shipping Enterprise.

18. Living Conditions. All the students in the ship radio operators' course lived in privately rented flats except four (sic) radio operators from the Caspian Shipping Enterprise who lived in dormitories because of very low pay. Those living in private flats kept their passports in their possession; those living in dormitories did not. Source lived at the home of his mother.

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19. In order to determine the students' educational level within the scope of a ten-year school, all the students were tested in Russian, mathematics, and geography at the beginning of the course. The results indicated that some did not have sufficient background. Therefore, instructions in general subjects were given the first month or two before studies of special courses began. The students who lagged behind in various subjects were called in for consultation and given additional seminars by the instructors.
20. Instruction began the first part of June, since all the students did not arrive simultaneously. Classes were in session from 0900 hours until around 1700 hours. There were four lectures a day, each lasted two 45-minute-academic hours with a five minute interval between classes. There was an interval between 1200 and 1300 hours for lunch. Instruction continued all year without any vacations or practice on ships or in plants. Except for laboratory work, all the time was devoted to class instruction. There was no instruction on Sundays and holidays.
21. During the time ^{25X1X6} attended the Institute only about four or five students had access and a key to the amateur short-wave radio station. A special permit was necessary to work at the radar station. This was given to last year students of the radio faculty. The students of the ship radio operators' course which source attended were not allowed to work at either the short-wave amateur radio station or the radar station.
22. The objectives of the ship radio operators' course were:
- To increase the theoretical knowledge of ship radio operators;
 - To increase the radio operators' speed of sending and receiving to 120 letters a minute, which was the rate of first-class radio operators; and

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- c. To give the ship radio operators a knowledge of the English language sufficient to enable them to work with foreign shore radio stations, receive meteorological summaries in English, and to use special textbooks in English, such as the admiralty list, and Geneva nomenclature lists of shore and ship radio call stations.
23. The course included the following subjects listed in order of their importance: The greatest amount of study time was devoted to radio and electrical engineering; transmitting, receiving and direction finding devices; and power supplies. Next in importance were reception and transmission systems, history of the Party, mathematics (algebra, geometry, and trigonometry), electrical radio navigational devices, and the Russian and English languages. English, which was studied from the beginning of the course, covered a ten-year middle school course and emphasized the correct translation of texts with the use of a dictionary. After these subjects came geography of sea lanes, radar, long-range radio navigation and naval studies. The least amount of study time was devoted to safety techniques, regulations of the navy, rules of radio communication, installation and mounting techniques, and drafting.
24. Following is a detailed description of the scope of each subject studied in the ship radio operators' course:
- A. Radio engineering
- (1) History of the discovery of the radio and its development to the present time
 - (2) Theory of radio wave propagation
 - (3) Peculiarities of propagation of long, medium, short and ultra-short radio waves
 - (4) Onset of oscillations
 - (5) Arrangement of the oscillatory circuit
 - (6) Types of communication between circuits
 - (7) Frequency spectrum used in radio engineering
 - (8) Arrangement and purpose of capacitors, chokes, and resistors
 - (9) Vacuum devices. The arrangement, purpose, and principle of operation of radio tubes from the simplest electron diode tube to complex multiple electrode radio tubes (pentodes, pentagrids, multiple unit tubes)
 - (10) Parameters and characteristics of these tubes
 - (11) Antenna devices. T-type, G-type, (Γ), slant ray, rod antenna, dipole, and antenna frame
 - (12) Computing an antenna for a given wave
 - (13) Positive and negative properties of given types of antennas
 - (14) Peculiarities of antenna frame reception
 - (15) Effective height of an antenna
 - (16) Field strength
 - (17) Reasons for interference, their character and methods of overcoming interferences
 - (18) Principles of radio receiver operation
 - (19) Straight (amplification) receiver
 - (20) Superheterodyne receiver

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- (21) Principles of radio transmitter and radio direction finder operation
- B. Electrical engineering within the scope of middle technical school
- C. Radio transmitting devices
- (1) Theoretical design of a transmitter (diagrams of Kolpits, Harley, Day)
 - (2) Arrangements and purpose of various cascades of a transmitter
 - (3) Purpose, operation, and arrangement of quartz frequency stabilizer
 - (4) Operation under different conditions, sustained oscillations, modulated and telephonic oscillations
 - (5) Tuning of the transmitter with the aid of a heterodyne wavemeter
 - (6) Arrangement of a heterodyne wavemeter
 - (7) Diagram principles, arrangement and tuning of transmitters used on merchant marine ships, SRD-0,05, SRKS, TBW, Mackey, Telefunken, ASP, APT₁R
 - (8) Arrangement, diagram, and principles of operation of a sloop emergency transmitter ARSh
 - (9) Arrangement, diagram, and operation of an automatic distress signal transmitter
 - (10) Possible defects of the transmitter, their detention, and elimination
- D. Theory of receiving radio waves through a radio receiver
- E. Various methods of obtaining electric energy (mechanical, chemical)
- F. Electrical navigational devices
- (1) Theory of a free gyroscope
 - (2) Precision
 - (3) Damped oscillations
 - (4) Lumped meridian
 - (5) Electrical and mechanical diagram of gyrocompass GU (Sperry), principle of its operation, arrangement, servicing, repair
 - (6) Electrical and mechanical diagram of gyrocompass KURS-3 (Anshyutts), principle of its operation, maintenance, repair
 - (7) Arrangement, diagram, operation and maintenance of bottom lag GU (Gauss)
- G. Radio navigational devices
- (1) Theory of propagation of electrical energy power impulses in water
 - (2) Arrangement, diagram, purpose and maintenance of echo depth finder NEL-4
 - (3) Conception of the principle of operation of a radio log
- H. Principles of radar
- (1) Theory of radar
 - (2) Diagram arrangement and principles of operation of radar

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- (3) Purpose, operation and physical processes in separate radar blocks
- (4) Purpose and arrangement of a cathode beam tube
- (5) Purpose and arrangement of a magnetron, a klystron, crystal detectors, hollow-space oscillators
- (6) Arrangement, purpose and handling of an electron oscillograph

I. Principles of long-range navigation

- (1) Basic conception of determining the position of the ship with the aid of a receiver, and with an electronic time and phase counter receiving from several transmitters equipped with directional antennas
- (2) Basic study of the operation of long-range radio direction finding systems- Decca-Navigator, Loran, G, and Consol

J. Radio direction finding devices

- (1) Theory of receiving on an antenna frame
- (2) Reasons for and elimination of radio deviation
- (3) Ignition and reignition
- (4) Antenna effect and the compensation of same
- (5) Errors of direction finding at night, sunrise, sunset, and over long distances
- (6) Radio direction finding stations
- (7) Principles of the operation of lighthouse radio transmission
- (8) The advantages and defects of mobile and fixed frames on radio direction finders
- (9) Diagram principles, arrangement, and maintenance of BURUN, Telefunken, AR-156 radio direction finding receivers used on merchant marine ships

K. Sending and receiving key

- (1) Accurate and clear key sending with a speed of 120-130 letters a minute in Russian, English, and in cipher texts
- (2) Receiving Russian, English, and cipher texts with a speed of 125-135 letters a minute, without distortion and clearly recorded
- (3) Reception during strong interference
- (4) Reception of various transmitting mannerisms from a key and from a transmitter

L. Rules of radio communication

- (1) Study of the rules of radio communication of the Ministry of the Navy
- (2) International regulations of radio communication adopted in Atlantic City
- (3) Study of Q, Z, FRAME, and Marconi codes, as well as international radio jargon
- (4) Traffic rules with foreign shore radio stations
- (5) Procedure of accounting with foreign radio stations for radiograms transmitted by them
- (6) Ability to use special textbooks in English language- Admiralty list, nomenclature lists of call signals and

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schedules of operation of ship and shore radio stations published in Geneva

- M. Geography of sea lanes within the scope of a standard technical middle school course
 - N. Naval studies which included elementary study of the structure of the earth and the universe
 - O. Russian and English languages within the scope of a 10-year school
 - P. Mathematics(algebra, geometry, and trigonometry) within the scope of a ten-year school
 - Q. Safety techniques
 - (1) Rules of operation
 - (2) Navy regulations which included safety rules and proper operation of ship radio equipment and power supply
 - (3) Duties of merchant marine personnel
 - (4) Ship routine
 - (5) Disciplinary requirements
 - R. A short course of the history of the Communist Party
 - S. Installation studies which included elementary practice of locksmith trade, welding, panel installation of radio parts
 - T. Elementary study of technical drafting and drawing
25. The students' pay was mailed to the addresses specified by the students by the shipping enterprises either as postal or telegraph orders, according to individual requests; and the expense of sending the money was borne by the recipients. Source received his monthly pay of about 900 rubles plus [REDACTED] 25X1X6
26. Military discipline, which was in effect in the Institute, did not apply to the students of the ship radio operators' course. They were under the jurisdiction of the respective shipping enterprises which paid them, the head of the course, engineer Aleksandr Mustafevich Bayrashevskiy who was an instructor of the Leningrad Naval Institute and the secretary of the Party organization of the Institute, and their instructors. The students came to class, took their seats, and waited for the instructor. The instructor checked the attendance list during each lecture. Absentees had to bring a written justification for their absence to the head of the course.
27. Some of the subjects ended in the middle of the year; examinations in those subjects were given by the instructors of the subject. However, the final examinations for the following subjects were held in April by the graduation committee: radio engineering, radio transmission, and reception systems, radio direction finding instruments, key receiving and sending, rules of radio communication, English language, and history of the Party. Class instruction stopped and everyone prepared for examinations.
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Members of the graduation committee were: head of the Leningrad Naval Institute, DYATLOV; captain of the Leningrad port, Koval; chief of communications of Baltiyskoye Shipping Enterprise, Molozhavskiy; a representative of the Chief Directorate of the Educational Institutions of the Ministry of the Navy, (nu); and head of the ship radio operators' course, Bayrashevskiy.

28. If a student's answers during individual testing or general examinations were unsatisfactory, he was asked especially easy questions which were not included in the regular examination, so that he might achieve a grade of "3" out of the possible "5". So officially, all the students who attended the course passed the examinations and were awarded a certificate of radio operators first class, which entitled them to assume duties as chief of a ship radio station on any size ship sailing anywhere. They were also given certificates denoting the grades they received in all subjects. These certificates stated that graduates of this improvement course were scholastically equal to graduates of special technical middle schools of the navy. In other words, their education was equivalent to those who graduated from a radio faculty of middle naval schools. The

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29. After graduation, the students received their assignments and reported to their respective shipping enterprises where they were obligated to work for at least two years. Source: [redacted]

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30. After May 1951, no similar courses were held at the Leningrad Naval Institute. Courses for improvement of ship radio operators were then held at the shipping enterprises in the educational combines. Both the course material and the instructors at these later courses were on a much lower educational level.

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31. [redacted] was able to give the following information on the instructors of the ship radio operators' course at the Leningrad Naval Institute:

- A. Aleksandr Mustafevich Bayrashevskiy was around 45 years of age. He was of Tartar nationality. He was secretary of the Party organization of the Leningrad Naval Institute and head of the radio operators' course. He was the instructor in radio engineering, radio direction finding devices, and radio transmitting devices. He had no scientific degree. His profession was engineer-radio operator. He was of average height, stout build, had a disproportionately large head, Mongolian-type face, white skin, narrow slit eyes, full cheeks, small mouth, and black hair graying at the temples which he wore combed back. He talked without an accent and stuttered slightly.

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- B. Viktor Stepanovich Ashcheulov, a Russian, was around 45 years of age. Source did not know whether or not he belonged to the Party. He was an instructor in electrical engineering, power supply, and drafting. He did not have a scientific degree. He was of medium height, average build, a brunet, and had large black eyes and eyebrows. He was very near-sighted and wore glasses. He was light complexioned, had rosy cheeks, and a round face with average facial features. He parted his thick hair and combed it backward. He had an erect, slow walk.
- C. Mikhail Aleksandrovich Aleksandrovskiy was around 52 or 53 years of age. He held the rank of captain first rank in the merchant marine and had sailed as a captain on merchant marine ships. In addition to being an instructor in naval studies, he was the director of the Naval Academy for leading navy personnel which was also located in Leningrad. He did not have a scientific degree. He was a Party member. He was very tall and sturdy, had an interesting face, and dark brown, thick coarse hair which he combed backward. He had a broad, firm stride. He wore glasses for reading. He always dressed in a merchant marine uniform.
- D. Yevgeniy Yakovlevich Shchegolev was around 55 or 57 years of age. He was an instructor in long range radio navigation, a doctor of technical sciences, senior instructor of the radio faculty, and a Stalin prize winner. He was a well-known authority in the field of radar. Source did not know whether he was a Party member. Shchegolev drove his car, a Moskvich make, to the Institute. He was of above-average height, of average build, and had very thin blond hair with a bald spot. He had a high forehead from which his straight hair was combed backward. He had small, squinting eyes, a sharp nose, and a small reddish mustache. He was near-sighted and wore glasses. He had a light complexion and rosy cheeks. He had a fast, erect walk and was buoyant and very active.
- E. Viktor (mnu) Kirshakov was around 47 or 48 years of age. He was not a Party member. He was a candidate of technical sciences. He was the instructor of radio receiving devices and had made inventions in the field of receiving equipment (KUB-4 receiver). He was of medium height, had broad, stooped shoulders and a large head. He had thick, straight blond hair, which he wore combed backward, a high prominent forehead, somewhat sunken cheeks, prominent jaws, a large mouth, and large colorless eyes. His complexion was yellow as though he were sick. He walked slowly with his head bent forward.
- F. Georgiy (mnu) Ellinskiy was around 56 years of age. He was dean of the newly established operational faculty of the Institute, an assistant professor, and the instructor of geography of sea lanes. He was a member of the Geographical Society. ~~Source~~ did not know whether he was a Party member. He was tall, thin, had a small head, a sharp face with small features, a sharp, thin upturned nose, very young blue eyes, gold teeth, and thin, completely gray hair, which he parted

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and combed to the side. He had an erect, slow walk.

- G. Konstantin Aleksandrovich Semenov was around 45 years of age. He was an assistant professor and dean of the radio faculty of the Institute and the instructor of radar. He did not know his subject matter; became mixed-up sometimes, and made erroneous statements. He was a Party member. He said that during the war he was in the United States as a member of the Soviet purchasing commission. He was above-average in height and sturdily built. He had an elongated face, a swarthy complexion, large brown eyes, and dark brown, thick, coarse hair, which he combed backward. He had a graceful, fast stride.
- H. Anatoliy (mnu) Zherlakov was around 32 years of age. He was a graduate of the Leningrad Naval Institute and stayed on as a postgraduate student. He was an instructor of electrical radio navigational devices. Source did not know whether he was a Party member. He was tall, very thin, had a small head, and narrow shoulders. He had blond wavy hair, which he parted and combed to the side. His face was thin and elongated. He had sunken cheeks and small gray eyes. He spoke slowly with a drawl. He was phlegmatic. He had a straight, slow stride.
- I. Viktor Semenovich Selyaninov was around 61 years of age. He did not have a scientific degree nor a higher education. He was the instructor of receiving and transmitting and rules of radio communication. He said that he used to sail as chief of the radio station on merchant marine ships of the Severnoye Shipping Enterprise. Source did not know whether he was a Party member. He was very nervous and quick-tempered. He was not well qualified for a radio operator. He was tall, broad-shouldered and stooped. He had brown and graying wavy hair which he parted and combed to the side. He also had a noticeable bald spot. He had a light complexion and color in his cheeks. His face was wrinkled and lined. He had a large Roman nose, bushy graying eyebrows, and gray eyes. He wore glasses. He had a slow wavering walk and bent his head forward while walking.
- J. Yevdokiya Stepanovna Shuvayeva was around 46 years of age. She was the instructor of mathematics, and an assistant professor. She was a Party member. She was quick-tempered and rancorous. She was unmarried but she had a son who was a student at a naval school. She was of average height, very stout, had light brown graying hair, a full round face, an upturned nose, full lips, and prominent gold front teeth. The remainder of her teeth were wide-spaced and large. Her complexion was fair; she had rosy cheeks, and narrow light brown eyes. She wore her hair in a high bun. She had a heavy slow stride.
- K. Lazar Moyseyevich Rozenfeld was around 60 years of age. He did not have a scientific degree. He was the instructor in English language. He knew English well, but his pronunciation was rather poor. He was not a Party member. He was lively,

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kind, and a well-balanced individual. He was of medium height, with an average build. He had thick, coarse, almost completely gray hair which he combed backward. He had large dark eyes and wore glasses. He had a pale complexion, sunken cheeks, and a prominent chin. He had an erect, slow stride.

- L. Viktor (mnu) Loginov was around 56 years of age. He was the instructor of the history of the Party and a Party member. He did not have a scientific degree. He was a calm, well-balanced man of medium height, and a sturdy build. He had a normal facial contour, yellowish complexion, short, light brown and graying hair combed to the side. He had light eyes. One of his eyelids was constantly twitching. He had an erect, firm, slow stride.
- M. Vera Nikolayevna (lnu) was around 30 years of age and single. She was the instructor of Russian language, gave entrance examinations at the Institute, and worked in the office of the educational department. She did not have a scientific degree. She said her father was a captain on ships of long-distance sailings. Source did not know if she was a Party member. She was very calm, modest, and shy. She was of average height with an average figure. She had blond, short wavy hair parted in the middle, pleasant facial features, full lips, and light eyes. She was stooped, and had a firm slow stride.
- N. The few hours of installation and mounting instruction for the entire course was given by a man (nu), of about 21 years of age, who was working as a laboratory assistant in the radio receiving and transmitting instruments laboratory of the Institute.
- O. Safety technique and the regulations of the Navy, also only a few hours of instruction, were given by a safety technique engineer (nu), an employee of the Baltic Shipping Enterprise. He was asked to read these two subjects for the radio operators' course at the Leningrad Naval Institute. He was around 36 years of age, of average height, thin, with thick, dark brown hair which he wore combed backward. He had an elongated ruddy face and a sharp, thin nose. He wore a merchant marine uniform.

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- A. Rafail (mnu) Azatov was approximately 22 years of age, an Armenian, and a Komsomol member. He worked at the Kasptanker Shipping Enterprise. His parents lived in Baku. He was intelligent, had an aptitude for studies, and made good marks on his course examinations. He was kind, quick-tempered, a non-drinker, and was a good friend of source. He was single and bashful with women. The last contact source had with him was a casual radio conversation in 1955 when the latter was chief of the radio station of the

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vessel OLEG KOSHEVOY of the Kasptanker Shipping Enterprise. He was of average height, sturdily built, and was slightly stooped. He had thick, coarse black hair, which he combed backward. He had large black eyes, black eyebrows, light complexion, and a hooked nose. He wore glasses and spoke with an accent.

- B. Abdullayev, (fnu), an Azerbaydzhanian, was around 26 years of age. He was employed by the Kasptanker Shipping Enterprise and was not a Party member. He was married and lived in Baku. He spoke Russian very poorly. He loved to drink and was quick-tempered and malicious. He was not very intelligent, and he passed the final examinations only because of the leniency of the instructors. Source had no further contact with him.

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was short of stature, had a slight build, black wavy hair which he combed to the side, large black eyes, a large hooked nose, and swarthy complexion. He had a quick, short stride.

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- C. Konstantin (mnu) Vodovozov was approximately 26 years of age. He was employed by the Caspian Shipping Enterprise, Reydtanker. He was not a Party member nor was he married. He lived in Astrakhan. He was an excessive drinker, full of vitality and was thrifty. He had low mentality and passed the final examinations only with difficulty. Source had no further contact with him.

25X1X6

was short of stature and sturdily built. He had thick, coarse red hair, red eyebrows, freckles, and light brown eyes. He had outstanding facial features. He had a rough, low voice and spoke with a Volga dialect. He had a firm, even stride.

25X1X6

- D. Vasilii (mnu) Klimov was around 25 years of age and a member of the Komsomol. Klimov and one other radio operator, (nu), who attended the ship radio operators' course were from the Caspian Dry Goods (Kaspiyskoye) Shipping Enterprise. Klimov said that he had sailed to Iran. He was of average intelligence, studied hard, and received average grades. He was married and lived in Baku. He was an average radio operator. Source had no further contact with him.

25X1X6

average height and normal build. He had light brown thick wavy hair which he parted and combed to the side. He had small facial features, small brown eyes, a slightly upturned nose, and yellow complexion. He was calm, seldom drank, and was a good friend of source.

25X1X6

- E. Grigoriy Ivanovich Zastavnyuk, a Ukrainian, was around 35 years of age. He was employed by the Sakhalinskoye Shipping Enterprise. He was a Party member and the course monitor. His parents lived in Vinnitskaya Oblast. He was single, stubborn, insistent, gay, lively and loved to drink. He was of average intelligence, learning was difficult for him, and he passed the final examinations with difficulty. After the completion of the course, he worked for a short time as chief of a radio station, then was appointed an assistant political worker. Source had no further contact with him.

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25X1X6



25X1X6

was tall, sturdily built, had dark brown, thick hair which he combed to the back. He had a large round face, full cheeks, prominent facial features, yellow, sickly complexion, small eyes and a wide, rapid stride. He spoke with a Ukrainian accent.

F. Anatoliy Aleksandrovich Markitanov was around 25 years of age. He said his mother was a doctor and lived in Tuapse. He sailed on the ships of the Black Sea Shipping Enterprise in 1946. When he was denied a visa, he got himself a job with the Sakhalinskoye Shipping Enterprise. He was a Party member and was single. He was quite intelligent and had an aptitude for studies. He was a good specialist and made good on his examinations. After the completion of the course, he sailed on the vessel MOGILEV of the Sakhalinskoye Shipping Enterprise. Zastavnyuk told source that subject later transferred to shore duty and worked as a technician in radio shops of the Sakhalinskoye Shipping Enterprise in Kholmsk (Yuzhnyy Sakhalin). Markitanov, a good friend of source, was a well-balanced man who seldom drank. Source did not see him after the completion of the course. He was of average height and build. He had dark brown, thick curly hair which he combed backward. He had a thin, elongated face and pale complexion. He had a long, thin Roman nose, a protruding chin, large dark eyes, and sunken cheeks. His voice was low and very loud. He had a normal walk.

G. Aleksandr (mnu) Gavrilov was around 30 years of age. He worked for the Baltic Shipping Enterprise. He was married, had one child, and lived in the Lakhta suburb of Leningrad. He was a Party member. His intelligence was average, studying was difficult for him, and he passed the final examinations with average grades. He was a calm, reserved, well-balanced individual. Source had no further contact with him after the completion of the course. He was of average height and build with dark brown, thick straight hair which he combed to the back. He had regular facial features, dark eyes, and swarthy complexion. He had a normal walk.

H. Vasilii Ivanovich Brondin was around 23 years of age. He was a member of the Komsomol. His parents lived in Astrakhan. He was single, was employed at the Riga Shipping Enterprise, and, according to him, had sailed on the vessel YANIS RAYNIS before attending the course. He was gay, witty, and intelligent. He loved women and drink. He studied hard, was a calm individual, and a good friend of source. He was above average in height and well built. He had light brown, thick wavy hair combed to the side and parted. He had a thin mustache and light brown eyes. He

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had an interesting face with regular features and light complexion. He had an erect normal stride.

- I. Anatoliy (mnu) Sokolov was approximately 30 years of age. Before attending the course, he worked as a radio operator of the Tallinskoye Shipping Enterprise. Immediately prior to his attending the course, he worked at the Tallin shore radio center. He was not a Party member. He was married and had a child. His family lived in Tallin. He had average intelligence but studying was difficult for him. He was phlegmatic and a skeptic. He was kind, calm, slow, and persistent. He did not drink. Source did not see him any more after the completion of the course. He was of average height and normal build. He had very thin blond hair which he combed back, and a noticeable bald spot. He had small facial features, blue eyes, and pale complexion. He had a slow walk.

- J. Fedor (mnu) Gorenkov was around 33 years of age. He was sent by the Black Sea Dry Goods Shipping Enterprise to attend the course. He was a Party member. He was very intelligent and studying was easy for him.

25X1X6

25X1X6

Gorenkov was chief of the radio station on the ARGUN, a vessel of the Black Sea Shipping Enterprise. Source heard from the sailors who knew him that in 1954 he was expelled from the Party and fired from the Shipping Enterprise for polygamy. He was of medium height and average build, had dark brown, thick coarse hair which he combed backward, a large straight nose and dark eyes, one of which was crossed. He had a normal facial contour and a loud voice with a strong Odessa accent. He had a wavering walk, and held his head down and to one side while walking.

- K. Nilolay Petrovich Salnikov sailed on the vessel LUNACHARSKIY, of the Far Eastern Shipping Enterprise, in 1956. Fotiy Kuroptev was sent to the ship radio operators' course by the Northern (Severnoye) Shipping Enterprise. He sailed for the Sakhalinskoye Shipping Enterprise after graduation from the course. Yuriy Gusakov was employed on shore duty at the radio center of the Far Eastern Shipping Enterprise. Viktor (mnu) Pridnya resigned from the Far Eastern Shipping Enterprise in 1953 and started working for the Whaling Industry Trust (Kitozverpromtrest). He was stationed either on Kamohatka or on the Kurile Islands as a radio operator. Vladimir Piontkovskiy was sent from the Black Sea Shipping Enterprise to attend the ship radio operators' course. He stopped sailing upon his own request in about 1954 and started to work as a radio operator in the Odessa shore radio center. Vyacheslav Nikolayevich Nesterov was from the Northern Shipping Enterprise. In 1955 he was sailing for the same enterprise on the vessel MIRONYCH.

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33. Around 1954 the Riga and the Tallin Shipping Enterprises were liquidated, and their vessels and personnel were transferred to the Baltic Shipping Enterprise. The Chukotskoye Shipping Enterprise was merged with the Far Eastern Shipping Enterprise. The offices in Kholmsk and Petropavlovsk on Kamchatka were not considered as shipping enterprises but were navy agencies of the Far Eastern Shipping Enterprise. At the beginning of 1954, the Soviet Tanker Shipping Enterprise was liquidated, and its vessels and personnel were transferred to the Black Sea State Naval (Gosudarstvennoye morskoye - GosMor) Shipping Enterprise.

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Legend to the Plan of Vasilevskiy Island (Ostrov)

Vasilevskiy Island located across the Neva River, stretched north and south.

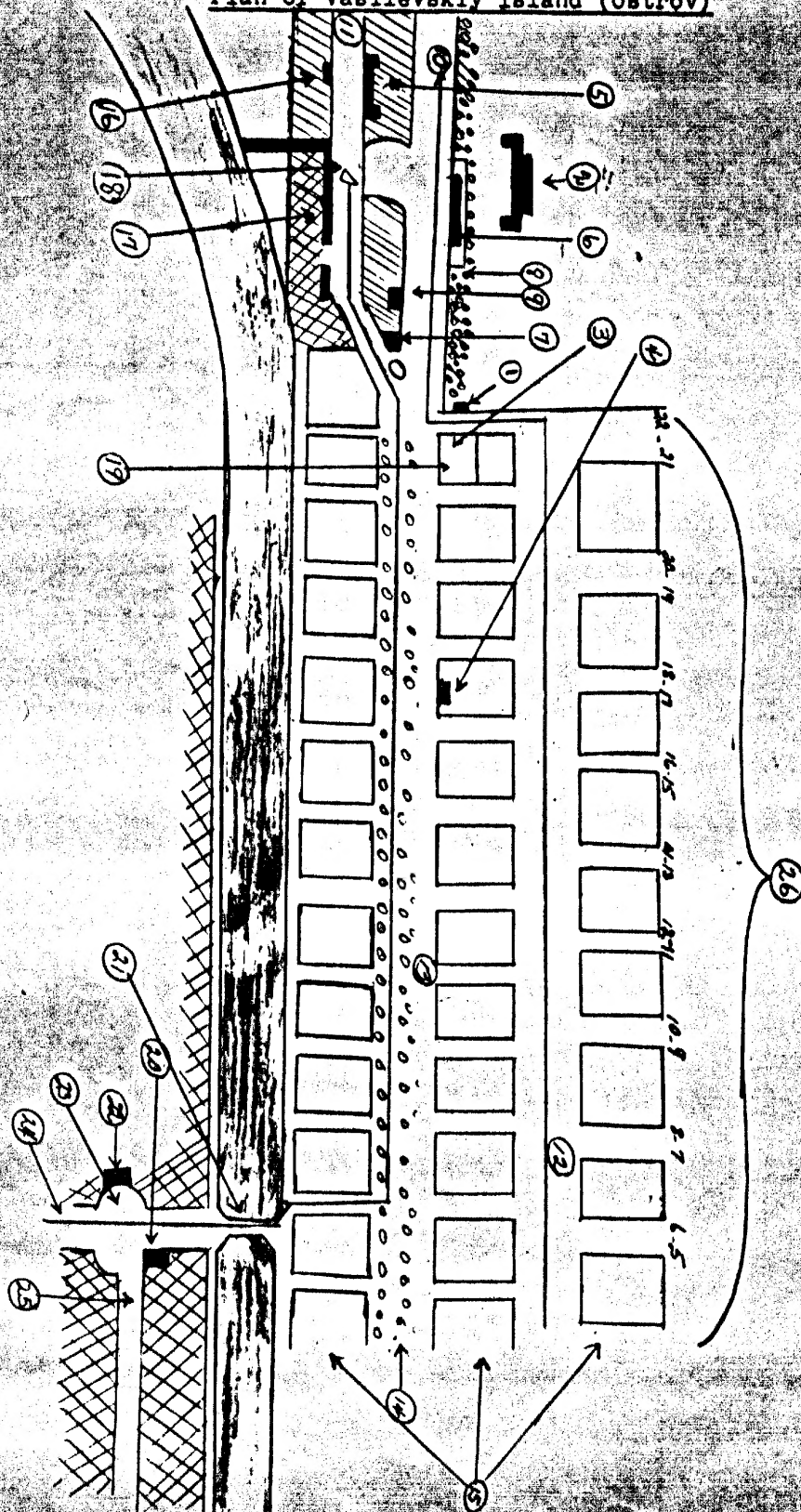
1. An old chapel
2. Palace of Culture i/n Kirov
3. Institute dormitory
4. Savings bank
5. Leningrad Naval Institute
6. Hospital
7. Baltika restaurant
8. Park
9. A branch postoffice
10. Streetcar line
11. Kosaya liniya
12. Sredniy Prospekt
13. Bolshoy Prospekt
14. Small park
15. Residential area
16. Branch postoffice
17. Baltic Shipbuilding Plant
18. Final stop and switching of streetcar No. 15
19. A movie theatre
20. Place of Labor
21. Leytenant Shmidta Bridge
22. Naval arsenal
23. Labor proshchad (square)
24. Streetcar line No. 15
25. Prospekt Profsoyuzov (formerly Konnogvardeyskiy)
26. Lini (streets). Each side of the streets had a different number. These numbers were retained from Sredniy prospekt to the Neva embankment, the entire length of the street.

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Plan of Vasilevskiy Island (Ostrov)



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Legend to the Plan of the Leningrad Naval Institute Building

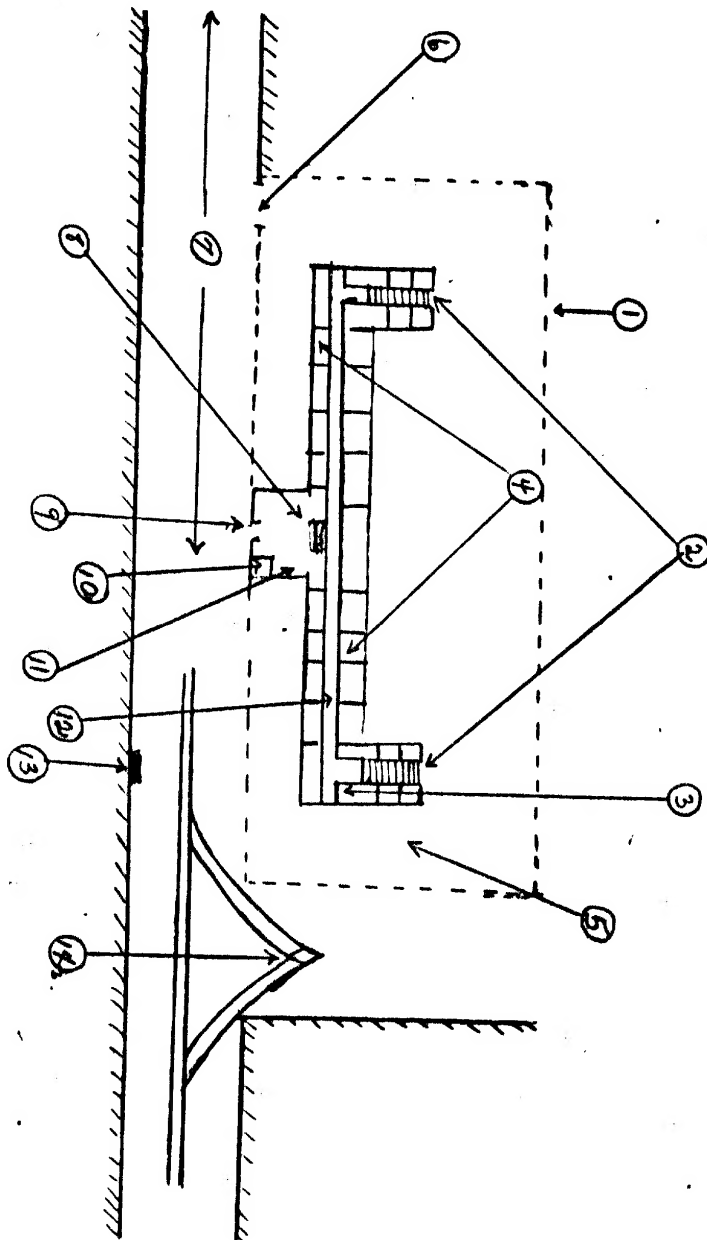
1. A fence
2. Side door and stairways. Side doors were usually locked from the inside. Side stairways led to the fourth floor; front stairway led to third floor only.
3. A room on the third floor of the building where the ship radio operators' course was held. The floor plan was the same for each floor of the building.
4. School rooms and offices
5. Sports field
6. Gate
7. Kosaya liniya
8. Front stairway
9. Main entrance. There was a plaque here with the name of the Institute.
10. Guard booth inside the foyer, checkpoint for passes.
11. Foyer
12. Corridor
13. Final stop of streetcar No. 15. The return route was by the Conservatory and Mariinskiy Teatr, across Griboyedov Canal, along Sadovaya ulitsa to Sennaya ploshchad, and along Mezhdunarodnyy prospekt. The Baltic Shipbuilding Plant was the nearest stop of streetcar No. 15 to the Institute.
14. Streetcar No. 15 switching point.

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Sketch of the Leningrad Naval Institute Building



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